EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-103 **Date: 27 June 2014** Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A318, A319, A320 and A321 aeroplanes

TCDS Number :	EASA.A.064
Foreign AD :	Not applicable
Supersedure:	This AD supersedes EASA AD 2012-0055R1 dated 17 October 2012.

ATA 35	**Oxygen – Chemical Emergency Oxygen Containers – Modification**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers (MSN).
Reason:	It was determined that oxygen generators, installed on a specific batch of Type 1 (22 min) passenger emergency oxygen container assemblies, may become detached by extreme pulling of the mask tube at the end of oxygen supply. Investigations revealed that such detachment can be caused by the increase in temperature towards the end of the generator operation, which may weaken the plastic housing in the attachment area of the bracket. This condition, if not corrected, could make the rivets slip through the plastic housing, causing a 'hot' oxygen generator and mask to fall down, possibly resulting in injury to passengers. To address this potential unsafe condition, EASA issued AD 2012-0055 (later revised) to require modification of the affected oxygen container assemblies. That AD also prohibited installation of unmodified containers on any aeroplane as replacement parts. Since that AD was issued, it was found that the affected containers have not only been manufactured by B/E Aerospace, as was specified, but also for a brief period by a company called DAe Systems.

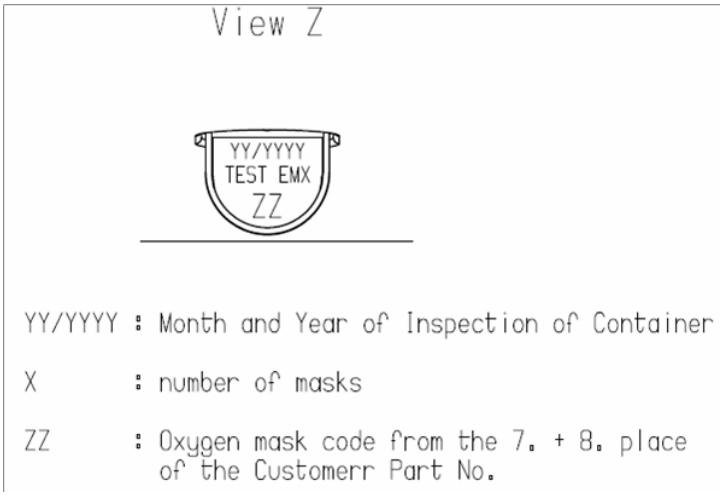
<table>
<tr><td></td><td>For the reason described above, this AD retains the requirements of EASA AD 2012-0055R1, which is superseded, and expands the affected group of containers to include those that have the name “DAe Systems” on the identification plate.</td></tr>
<tr><td>Effective Date:</td><td>[TBD: 14 days after Final AD issue date]</td></tr>
<tr><td>Required Action(s) and Compliance Time(s):</td><td>Required as indicated, unless accomplished previously:
(1) Within the compliance time specified in Table 1 of this AD, as applicable, modify each Type 1 (22 min) passenger emergency oxygen container assembly installed on an aeroplane, having a Part Number (P/N) as listed in Table 1 of this AD and with a serial number (s/n) as listed in Table 2 of this AD, in accordance with the instructions of Airbus SB A320-35-1049 or Airbus SB A320-35-1053, or Airbus SB A320-35-1054, or Airbus SB A320-35-1055, or Airbus SB A320-35-1056, or Airbus SB A320-35-1057 or Airbus SB A320-35-1058, as applicable to the MSN.
Table 1 – Modification of Emergency oxygen container assemblies
<table><tr><th>P/N - (xxxxx stands for any alphanumerical value)</th><th>Compliance Time</th></tr><tr><td rowspan="2">13C22Lxxxxx0100
13C22Rxxxxx0100
14C22Lxxxxx0100
14C22Rxxxxx0100</td><td>For units with “B/E AEROSPACE” on the identification plate: Within 5 000 flight cycles (FC), or 7 500 flight hours (FH), or 24 months, whichever occurs first after 17 April 2012 [the effective date of EASA AD 2012-0055 at original issue]</td></tr><tr><td>For units with “DAe Systems” on the identification plate: Within 2 500 FC, or 3 750 FH, or 12 months, whichever occurs first after the effective date of this AD</td></tr></table>Table 2 – Affected serial numbers
from ARBC-0182 to ARBC-9999 inclusive
from ARBD-0000 to ARBD-9999 inclusive
from ARBE-0000 to ARBE-9999 inclusive
from BEBF-0000 to BEBF-9999 inclusive
from BEBH-0000 to BEBH-9999 inclusive
from BEBK-0000 to BEBK-9999 inclusive
from BEBL-0000 to BEBL-9999 inclusive
from BEBM-0000 to BEBM-0454 inclusive
(2) An oxygen container with a P/N as listed in Table 1 and with a s/n as listed in Table 2 of this AD, that has been modified in accordance with the instructions of B/E Aerospace SB 1XC22-0100-35-006, is compliant with the modification requirement of the paragraph (1) of this AD.
(3) Aeroplanes on which Airbus modification 150704 has not been embodied in production do not have to comply with the requirements of paragraph (1) of this AD, unless an oxygen container with a P/N as listed in Table 1 and with a s/n as listed in Table 2 of this AD has been installed since the entry into service of the aeroplane.
(4) Aeroplanes on which Airbus modification 150704 has been embodied in production and which are not listed by Model and MSN in Airbus SB A320-35-1049, Airbus SB A320-35-1053, Airbus SB A320-35-1054, Airbus SB A320-35-1055, Airbus SB A320-35-1056, Airbus SB A320-35-1057 and</td></tr>
</table>

	Airbus SB A320-35-1058, do not have to comply with the requirements of paragraph (1) of this AD, unless an oxygen container with a P/N as listed in Table 1 of this AD and with a s/n as listed in Table 2 of this AD has been installed since the aeroplane first flight. (5) From the effective date of this AD, do not install on any aeroplane an oxygen container with a P/N as listed in Table 1 of this AD and a s/n as listed in Table 2 of this AD, unless the container has been modified in accordance with the instructions of Airbus SB A320-35-1049, or Airbus SB A320-35-1053, or Airbus SB A320-35-1054, or Airbus SB A320-35-1055, or Airbus SB A320-35-1056, or Airbus SB A320-35-1057, or Airbus SB A320-35-1058, or B/E Aerospace SB 1XC22-0100-35-006, as applicable. (6) Aeroplanes on which the design of the passenger oxygen container is **not** Design A as defined in Appendix 1 of this AD, do not have to comply with the requirements of paragraph (1) of this AD for that passenger oxygen container.
Ref. Publications:	Airbus SB A320-35-1049 original issue dated 15 June 2011. Airbus SB A320-35-1053 original issue dated 15 June 2011. Airbus SB A320-35-1054 original issue dated 15 June 2011. Airbus SB A320-35-1055 original issue dated 15 June 2011. Airbus SB A320-35-1056 original issue dated 15 June 2011. Airbus SB A320-35-1057 original issue dated 15 June 2011. Airbus SB A320-35-1058 original issue dated 15 June 2011. B/E Aerospace SB 1XC22-0100-35-006 original issue dated 08 April 2011 or Revision 01 dated 15 December 2011. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. This Proposed AD will be closed for consultation on 25 July 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.

Appendix 1 – Design A of the Passenger Oxygen Containers affected by this AD

Design A: The placard on the passenger oxygen container test button is as described in Picture A of Appendix 1 of this AD. The Mask configuration ("ZZ" in Picture A) is a number and the test button is as shown in Picture B.

Picture A:



Picture B: